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Joe McInnes
TRANSPORTATION DIRECTOR

October 14, 2010

The Honorable George A. McCain, Mayor
City of Tallassee
3 Freeman Avenue
Tallassee, Alabama 36078

Subject: Annual Inspection Report
Reeves Field Municipal Airport

Dear Mayor McCain:

An inspection of the Tallassee Municipal (Reeves Field) Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on October 13, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the Tallassee Municipal (Reeves Field) Airport. As noted in the report, the airport meets the requirements for licensing. The report also noted several maintenance items that must be addressed.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

Copy: Mr. Rans Black, FAA/ADO
Natalie Hobbs, Goodwyn, Mills & Cawood

ANNUAL INSPECTION REPORT

OCTOBER 13, 2010



TALLASSEE MUNICIPAL (REEVES FIELD)
TALLASSEE, ALABAMA

**Annual Inspection Report
Tallassee Municipal Airport (Reeves Field) Airport
Tallassee, Alabama**

October 13, 2010

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Introduction

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Tallassee Municipal (Reeves Field) Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on October 13, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

The licensing standards referred to in this report are taken from the Administrative Code of the Aeronautics Bureau of the Alabama Department of Transportation.

Inspection Methodology

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

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License Status

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on October 13, 2010 it was determined that the airport meets the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths Administrative Code 450-9-1-.12(1) (See Appendix 1)

State Licensing Standards

- ➔ For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- ➔ The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- ➔ The approach and departure path for all runways slopes up at a ratio of 20:1.
- ➔ All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- ➔ The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results

- ➔ The approach and departure paths for runway 13 and 31 were inspected and found to meet state licensing standards.

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PHOTO 1



Approach to Runway 13

PHOTO 2



Approach to Runway 31

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**2. Primary Surface
Administrative Code 450-9-1-.12(2)**

State Licensing Standards

- ➔ Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results:

- ➔ The Primary Surface is clear of obstructions.

**3. Runway Safety Area
Administrative Code 450-9-1-.12(3)**

State Licensing Standards

- ➔ Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results

- ➔ The grade of the Runway Safety Area of Runway 31 was found to be in compliance with the State's licensing standards; however a farm road is located within this area adjacent to the runway threshold. The use of this road will require the threshold to be moved back to a point to provide a clear 20:1.

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PHOTO 3



Farm Road within the Safety Area Runway 31

Required Actions

- ➔ This is considered to be a 10 foot high obstruction to the required Safety Area which should be obstruction free. The road located 30 feet from the runway end will require the threshold to be placed 170 feet from the present location or the road located at least 400 feet from the runway end.

4. Airport Markings
Administrative Code 450-9-1-.12(4)

State Licensing Standards

- ➔ Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

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Inspection Results

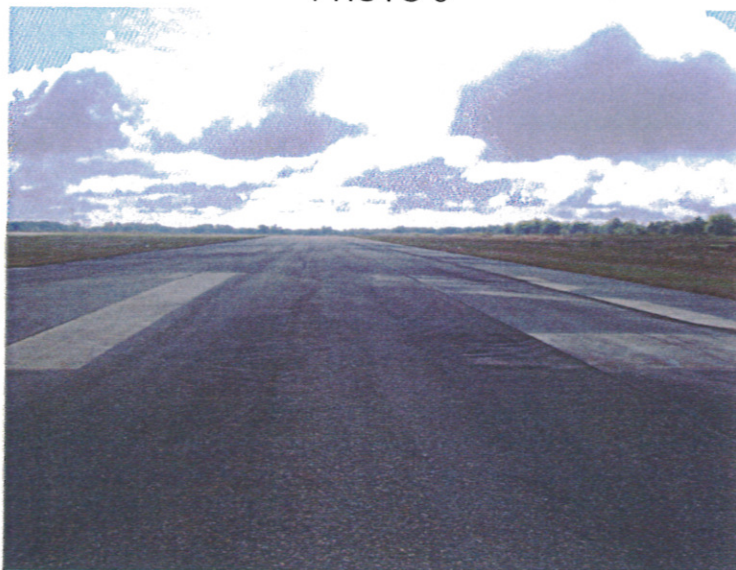
- The runway centerline markings are in POOR condition.
- The runway identifier markings of both runway thresholds are in FAIR condition.
- The hold markings along the taxiway are non-standard.

PHOTO 4



Runway centerline in POOR condition.

PHOTO 5



Runway 13 identifier markings in FAIR condition

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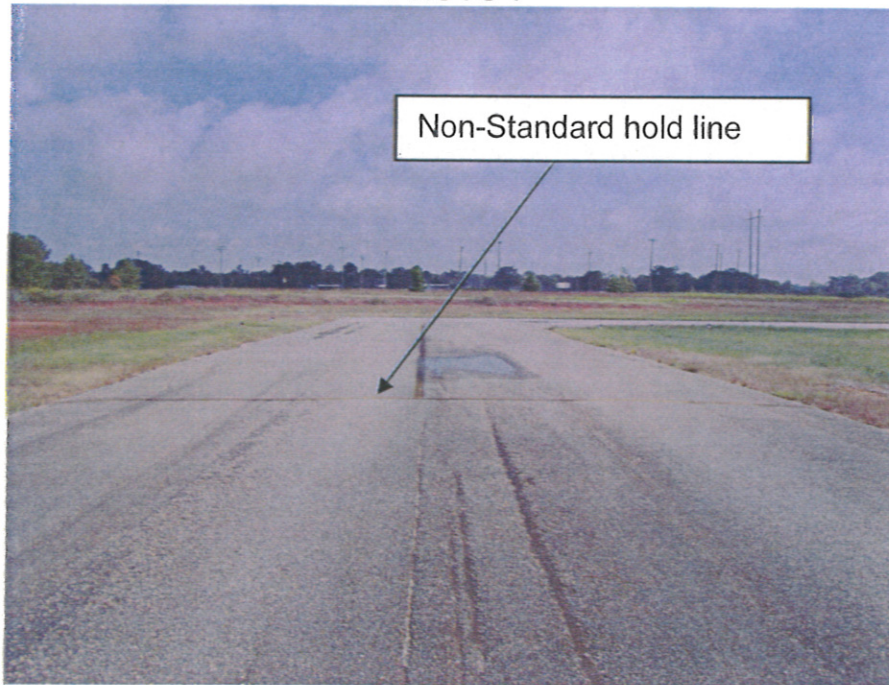
October 13, 2010

PHOTO 6



Runway 31 identifier markings in FAIR condition

PHOTO 7



Typical hold line marking at taxiways

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Maintenance Required

- ➔ Remark runway in accordance with FAA AC 150/5340-1J "Standards for Airport Markings".

5. Wind Direction Indicator **Administrative Code 450-9-1-.12(5)**

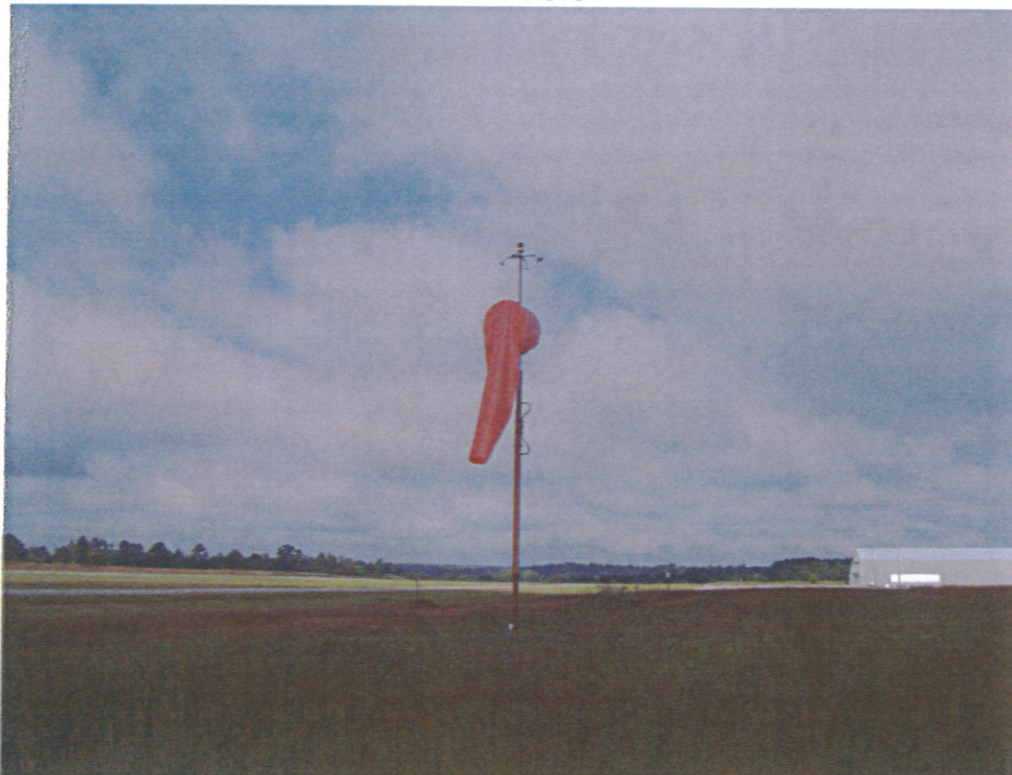
State Licensing Standards

- ➔ Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results:

- ➔ The wind direction indicator (windsock) was found to be lit and operational.

PHOTO 8



Windsock assembly

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6. Airport Lighting Administrative Code 450-9-1-.12(6)

State Licensing Standards

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating airport beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results

- One threshold fixture is missing from the threshold of Runway 31.
- Four runway fixtures are broken.
- Two taxiway fixtures are broken.

PHOTO 9



Missing threshold fixture on Runway 31

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Required Action

- Replace the missing threshold, taxiway and runway fixtures.

7. Runway, Taxiway and Apron Conditions **Administrative Code 450-9-1-.12(7)**

State Licensing Standards

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results

The airport pavement surfaces were inspected and found to be in FAIR condition with the exception of the taxiway intersections at the runway and the parallel taxiway.

PHOTO 10



Pavement damage on taxiway from ramp area

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PHOTO 11



Taxiway to Runway 13

PHOTO 12



Broken pavement on taxiway turn to threshold of Runway 31

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PHOTO 13



Pavement damage on the taxiway connector at the midpoint of the runway

Maintenance Required

- ➔ Loose debris should be removed and damaged pavement areas should be repaired.

8. Fueling Area Requirements **Administrative Code 450-9-1-.12(8)**

State Licensing Standards

- ➔ Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- ➔ Grounding cables must be available.
- ➔ A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- ➔ Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results

- ➔ Fuel service is not available at this airport.

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PHOTO 14



Fueling area out of service

9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results

- There were no prohibited activities noted during this inspection.

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Summary

The table below summarizes items noted in this report.

INSPECTION SUMMARY

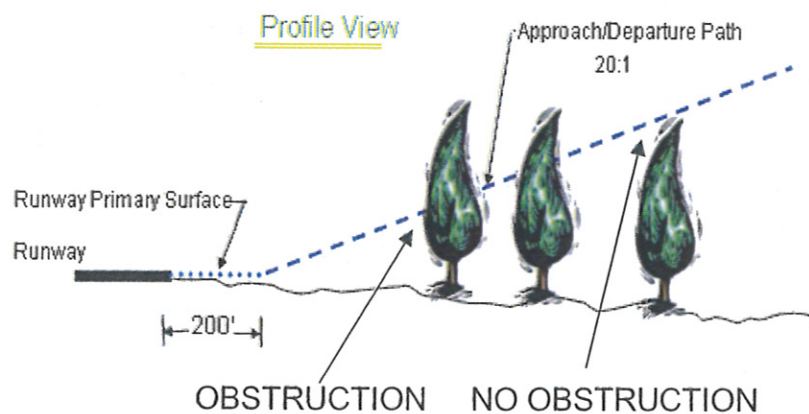
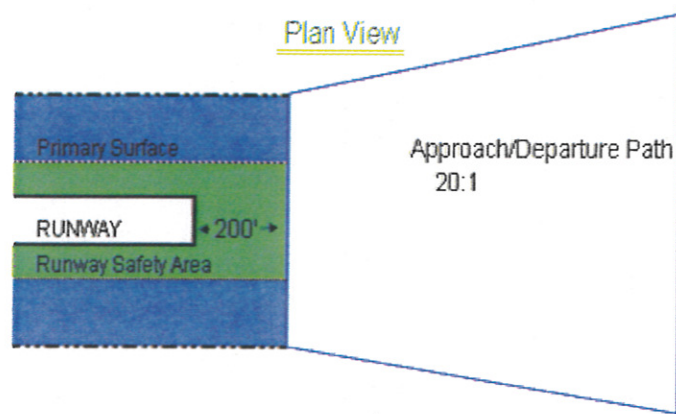
Inspection Area	Violation/Maintenance	Corrective Action
Runway Safety Area	Maintenance	Close farm road or relocate outside of the Safety Area at a point to provide an unobstructed 20:1 slope.
Airport Markings	Maintenance	Re-mark runway & hold short markings as required by FAA AC 150/5340-1J
Airport Lighting	Maintenance	Replace/repair light fixtures.
Runway, Taxiway, Apron Conditions	Maintenance	Repair damaged taxiway areas

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



APPENDIX 1